Thiruvananlhapuram-Kanniyakumari and Katpadi-Vellore Cantt. Rail lines is planned during Eleventh Plan.

Electrification of railway track is considered on economic viability and operational necessity.

Passenger trains for Gujarat

1672. SHRI VIJAYKUMAR RUPANI: Will the Minister of RAILWAYS be pleased to state:

by when the passenger trains would be restored for Navlakhi, Morbi, Dahisara Mota, Kharaghoda, Kandla, Mundra and Pipavav; and

by when the Rajkot-Indore coaches would be restored in Veraval-Jabalpur Express?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There is no station named "Mota" in this section or region. Further, Adipur-Mundra and Rajula-Pipavav are only freight lines. Further, there is no proposal to restore the passenger trains, which were cancelled due to poor patronization in remaining sectors.

(b) There is no proposal at present to restore Rajkot-Indore slip coaches in 1463/1464-1465/1466 Jabalpur-Veraval Express.

Increasing the number of coaches in trains

1673. SHRI VIJAYKUMAR RUPANI: Will the Minister of RAILWAYS be pleased to state:

the yield per coach per kilometre in case of ordinary, sleeper class, III tier A.C., II tier A.C . and I A.C. coaches;

whether it is a fact that cost of carrying a passenger is 36 paise per kilometre but the earning is only 26 paise per kilometre;

whether it is feasible to increase number of coaches from 14-17 to 20-24 in mail and express trains and thereby reach break even without raising fares; and

if so, the action plan thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Earnings per passenger kilometre (yield), class-wise, for the year 2006-07 (latest available) is furnished below.

	Earnings per passenger kilometre (Paise)
Air-conditioned 1st class	246.9
Air-conditioned 2-tier	124.9
Air-conditioned 3-tier	91.5
Sleeper class (Mail/Express)	31.8
Sleeper class (Ordinary)	23.3
Second class (Ordinary)	15.3

As per the latest analysis for the year 2005-06, the average cost of carrying a passenger including suburban passengers per kilometre is 35 paise. Against this, the corresponding realization per passenger kilometre is 2.5 paise.

and (d) Over the years, Railways have been increasing the number of coaches upto 24 per train in popular and well patronized trains to generate additional capacity to carry more passengers per train resulting in reduction in cost of carrying a passenger. During 2005-06, 2006-07 and 2007-08 the number of additional coaches attached to different trains were 544, 745 and 876 respectively. During 2008-09 also augmentation of important and well patronized trains is proposed to be done subject to operational feasibility and availability of coaches. Accordingly, it is proposed to augment about 50 pairs of Mail/Express trains to 23/24 coaches per train. The enhancement of passenger carrying capacity of a train by way of augmentation of the load to 23/24 coaches and provision of additional seats/berths per coach would result in a higher yield per train and lower the unit cost per passenger and would enable us to further strive for achieving break-even without raising fares.

Proposal for electrification of railway lines

1674. SHRI SYED AZEEZ PASHA: Will the Minister of RAILWAYS be pleased to state:

whether the Railways has received proposals from various State Governments regarding electrification of railways lines;

if so, the details thereof, State-wise; and

the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Yes, Sir. Recently the following proposals for electrification of railway tracks have been recommended by various State Governments and their present status is as under:—

Sl. No.	Name of the proposed section(s)	State Government	Status
1.	Itarsi-Allahabad	Madhya Pradesh	Under examination.
2.	Talcher-Cuttack-Paradeep	Orissa	Work is in Progress.
3.	Bina-Kota	Rajasthan	Work is in Progress.
4.	Jaipur-Sawai Madhopur	Rajasthan	Not viable on present volumes of traffic.
5.	Ratlam-Neemuch-Chittorgarh	Rajasthan	Not viable on present volumes of traffic.
6.	DC/AC Conversion work at Kasara-Titawala section	Maharashtra	Completed.
7.	Delhi-Rohtak	Haryana	Detailed estimate has been sanctioned and preliminary works are being taken up for electrification.
8.	Laksar-Rishikesh/Dehradun	Uttarakhand	Not viable on present volumes of traffic.
9.	Najibabad-Kotdwar/ Moradabad-Kashipur-Ram Nagar/Kashipur-Lalkuari & Rampur-Lal Kuan-Kathgodam	Uttarakhand	Not viable on present volumes of traffic.